

The Intelligencer.

Office, Nos. 25 and 27 Fourteenth Street.

The West Virginia Press Association. A number of gentlemen connected with the West Virginia newspapers are holding their annual meeting in our midst. Their association is of comparatively recent origin. Press associations are however of long standing in other States. Their object is to bring the conductors of public journals together for business and social purposes. There are to-day about seventy-five newspapers in the State, and most of their conductors are members of this association. They recognize that while they may differ on questions of politics, yet as workers and wishers for what they think is best for the State they are one.

Along with the press of West Virginia is a small affair indeed. As compared with other associations in the more advanced States, it cannot even yet boast of having attained large dimensions. Still, as compared with its past, journalism has had a rapid growth in West Virginia. There is only a chance county here and there that does not possess a local newspaper. Perhaps in a year or two more every single county will have a home organ and advocate of its interests. This is as it should be.

The West Virginia press is largely a representative, in its growth since the war, of the growth of popular education. It has traveled hand in hand with the schools. A new generation has come on the scene of action since the close of the war; a generation that is as distinct, in many respects, from that which preceded it, that generation was from the early pioneers. It has different and better ideas as to what constitutes proper home life. Having been taught to read and to write, it naturally craves intellectual stimulus. This is the secret of the growing demand for newspapers. It is the younger people of West Virginia who are supplying the growing constituency of the press. Each year will add to this constituency. It is a constituency that will not diminish, but constantly grow. This is the encouragement that constitutes the capital to some extent of the West Virginia press. Its conductors can afford to lay their foundations to-day, knowing that every year will add to the superstructure. According to these foundations are wisely laid, the pressmen here both rapidly and permanently built. There is no business enterprise more completely in the hands of the man that engages in it than the running of a country newspaper. Assuming that he has a constituency that affords a supporting base of operations to start on, he has it in his power to constantly add to it. It is said that a newspaper becomes domesticated in a household like a thing of life. It becomes in the course of a few years a part of the family circle. Children become attached to it. It establishes a settled place for itself in the talk and discussions of the household with visiting friends and relatives. Especially is this the case where a paper is full of local news. Then does the paper become a veritable weekly letter to the household. It is a budget of all local happenings and incidents, and of all sorts of neighborhood doings, that young and old are interested in reading or hearing. A truly local paper establishes itself surely and firmly in the hearts of its constituency simply by dint of the bill of fare which the tact, talent and energy of its conductor enable it to serve up. If he furnishes a good bill of fare he will not lack for patrons. The simple lesson of an editor's life, who is possessed of good capacity, is industry and patience.

The West Virginia newspapers are not only increasing in number, but they are improving in quality. In this respect the change from past times to present times is noticeable. We can pick out a half-dozen West Virginia newspapers that are as good models of what a local paper should be as any journals that come to our table from any part of the country. We can pick out several more that approximate the same standard. These journals are all flourishing. It is not for us to particularize them. They are as well known to the fraternity as to us. Their success is a constant stimulus and encouragement to all others. We refer to them only as confirmation of our statement that newspaper success is emphatically the creation of the right man in the right place. Journalism, more than any occupation that we know of, illustrates the soundness as well as the universality of the principle, that whatsoever a man sows that shall he also reap. An improving paper seems to beget an improving constituency, and they reciprocally benefit each other. This is the encouraging feature of the business that we commend to the attention of our brethren of the profession, both those now among us and those scattered abroad throughout the State.

The Cincinnati Enquirer advocates Robt. M. Eaton, Esq., of St. Clairsville, as the Democratic nominee for Secretary of State of Ohio.

The Tyler Independent comes down vigorously on Senator Camden's apologetic circular announcing an indefinite suspension of the building of the River railroad. It is not favorably impressed by the excuses put forth in the circular, and is of the opinion that "it will fail to overcome the general belief in the minds of the people that the syndicate are not sincere in their professions and pledges."

Preparing for an Amateur Prize Fight. Pittsburg, July 5.—A prize fight for \$2,500 a side has been arranged to come off within ten miles of this city within three weeks. One of the principals is a Pittsburgh lugger named John. The other is a man from Birmingham, N. Y. Neither of them has been in a prize fight before. The names of the principals are a secret, as they desire to keep the police authorities in the dark. The Pittsburgh man, it is said, is backed by a prominent coal mine.

Blocked the Game. ATLANTA, Ga., July 5.—Col. Lamar, editor of the Macon Telegraph, was arrested on the supposition that he was about to cross the State line with the intention of fighting a duel with Col. Howell, editor of the Constitution.

THE SCIOTO DISASTER.

SCENES AT THE WRECK YESTERDAY.

The Work of Recovering the Bodies Progressing. Twelve Recovered and Identified—Partly Persons Still Missing—Pittable Condition of Captain Thad Thomas.

STEVENSVILLE, July 5.—Hundreds of people are attracted to the scene of the wrecked Scioto, some in search of missing and saved ones, others from curiosity. One dead body has been recovered on the Ohio side. The bodies of two boys are reported to have been recovered near Wellburg. Two boys were picked up on the West Virginia side, who had swam a mile and a half below the place of the accident. They say about fifty persons were on the lower deck with them when the boat sunk and many of these are probably drowned. Capt. Thomas, of the Scioto, is nearly crazed with grief at the loss of his son and benumbed with cold from a fruitless search in the watery cabin for his body, which has been found at Brilliant station. The death roll will probably exceed fifty. There are more than this number missing and all chances for escape are heard from. Hundreds of persons from Wellsville and East Liverpool went down to the scene of the disaster this morning.

LIST OF THE MISSING.

The list of the missing is as follows: Wellsville.—Jno. Stevenson, aged 25 years; David Pogo, 21 years; Belle Brannon, Sallie Kildie, E. P. Smith, wife and two children, Willie Ewing, Charles Davidson, 21 years; Joseph Connor, 21 years.

East Liverpool.—Miss Farmer, C. Thompson, 19 years; Lincoln Thompson, 25 years; son, 19 years; Lincoln Thompson, W. M. E. Estline and wife, Willie Parel, J. Christy, John Thompson, Jacob Gibson and wife, Dr. Stevenson and three men named respectively, Kennel, Woods and Burke.

Low Harper, of Wellsville was fatally hurt.

This list is more likely to be swelled than diminished.

THE DEATH ROLL.

Mingo Junction, O., July 5.—The names of those found dead are: Belle Brannon, David Pogo, Sarah Kildie, Stewart Pipes, Joe Connor and a boy by the name of Ed Smith, of Wellsville; R. E. Beardmore, E. P. Burke and Miss Shields, of East Liverpool; Ed Thomas, the Captain's boy, and likely about fifteen more dead bodies will be found. Among the missing known is, Willie Booth, John Prosser, C. Davidson, Lewis Harper and Charlie Leith. It looks now as if from twenty-five to fifty will be found dead, as the people at East Liverpool and Wellsville are missing their friends who got on the boat between East Liverpool and Wellburg. When the boat is raised many bodies will be found. The bodies of the three ladies only have been found.

ATTIE WRECK.

The Search for Bodies—Twelve Recovered so Far—Scenes at the Boat. A reporter of the INTELLIGENCER was sent to the scene of the disaster yesterday, arriving there about 2:30 o'clock. He found the banks of the river lined on both sides with all sorts of people, some from idle curiosity, others ready to lend a helping hand, and still others looking anxiously for missing friends and relatives. It was estimated that at least 2,000 persons were present. In the river were about thirty skiffs, some ferrying passengers for 10 cents a head, others busily engaged in dragging the river with grappling hooks which they had constructed during the morning. Among the latter was Mr. Geo. B. Crawford of Wellburg, a correspondent of this paper, to whom we are under obligations.

CONDITION OF THE BOAT.

We first took a view of the sunken boat, which resists about nine feet of water, the river having fallen about four feet since the disaster, the bow being about 200 feet from the Ohio shore, the boat lying diagonally with the river, which, of course, throws her stern out toward the channel. Entering the cabin we found about eight inches of water on the floor in the centre, but the bow and stern were now clear. Here was found Mr. William Millholland, of Wellsville, Ohio, a member of the band under whose auspices the excursion was given, and who was the manager of it. He had remained at his post the entire night looking after the interests and safety of the passengers, being still at work collecting umbrellas, parasols, lunch baskets and whatever could be found belonging to the passengers of the ill-fated boat, and to whom we are under obligations for much pertaining to the excursion.

I informed the writer that the boat took about 200 passengers from East Liverpool, thence proceeded down to Wellburg, where about 250 had tickets who were permitted to come on board, many others wishing to go also, but they would not allow them. Several of the East Liverpool excursionists got off and received their money back, fearing to go with such a crowd on board. Some tickets had been sold at Yellow Creek, but the boat did not stop there on account of the large number then on board. Mr. Millholland estimates the total number on board at not less than 450 persons. He had the management of the party, general oversight of the refreshments, &c. On the lower deck, immediately after the boilers, was the refreshment stand, from which was sold lemonade and candies. No liquor was allowed on board, yet it is possible that at Mondeville some obtained liquor in bottles. Still

NO DRUNKENNESS WAS VISIBLE on the boat. He admits that great care had to be exercised to keep the boat in "trim," keeping some of the party on lower deck, so that the boat would not be top-heavy.

When the accident occurred, Mr. M. was at the refreshment table. So quick did the boat fill with water that he was obliged to jump into the river. Having quite a large sum of money, mostly silver, in his pockets, it was with difficulty he reached the Lomas.

The cabin presented a weird spectacle, scattered everywhere were broken glasses caused by the breaking of the transoms, through which many of the passengers were pulled from the outside, while the staterooms and their contents were in confusion, saturated with water, and life preservers were found scattered everywhere.

Early yesterday morning the Wellburg people and others made grappling hooks which were attached to cords, and commenced searching for the lost. By noon they had recovered nine bodies as follows: Mr. E. Beardmore, aged 21; works in pottery; East Liverpool.

Ellis Smith, aged 19; East Liverpool. Miss Sallie Kildie, aged 16; East Liverpool. C. Sprague, aged 25. Miss Belle Brannon, aged 17; East Liverpool. Joseph Connor, aged 15. E. P. Burke, aged 30; stone mason; East Liverpool.

Boy, claimed by some to be a son of Capt. Thomas; denied by others. As fast as the bodies were found they were conveyed to a house on the Ohio side, assisted by an undertaker from Steubenville, to be cleaned and prepared for burial. Intense excitement was manifested as the bodies were carried to the shore, and with difficulty could a passage be made through the crowd, who were anxious to learn the names of persons rescued.

Taking a survey of the position of the Scioto, the river and channel, one is almost forced to the conclusion that the pilots of both boats are neither of them blameless. While we were informed by experienced pilots on the Ohio side, that at that point, the ascending boat uniformly was given the right of way, still one cannot imagine why the Scioto was so far out from the shore. Any boat running on the upper river could easily pass yesterday, between her and the Ohio shore, and have room to spare, yet there was three or four feet less water than when the accident occurred. The river is wide at this point and a dozen such boats could go abreast.

It is insisted that a searching investigation be held, and that the scene of the disaster be carefully examined to find where the fault lay. The captain of the Scioto was not far from the shore. Any boat running on the upper river could easily pass yesterday, between her and the Ohio shore, and have room to spare, yet there was three or four feet less water than when the accident occurred. The river is wide at this point and a dozen such boats could go abreast.

ALL SORTS OF RUMORS.

All sorts of rumors were afloat in regard to the collision, some of which we intend to trace up.

We were told the Scioto had been condemned and been out of service; but knowing this to be untrue, indeed, having knowledge that she was in every way sound and in first-class order, it gave us pleasure to contradict all such stories. Attention was called to her certificate which shows she was inspected June 29, 1881, which would make her papers run out June 29, 1882. Some said the papers were issued by the property of the insurance company, and were taken out of the clerk's private drawer, others that none had yet been issued. We could not ascertain in regard to this, but presume Capt. Booth has not succeeded in getting any permission to carry sixty passengers, yet there were not less than 450. Had she a special permit to carry such a crowd? It is not strange that such questions were asked, after such an accident. Some were heard, after such an accident, and some were heard, after such an accident, and some were heard, after such an accident.

THE CORNER OF THE INVESTIGATION. The corner of the investigation is on the ground and will commence in a few days. The bodies of the three ladies only have been found.

ARRIVAL OF THE "WELCOME."

About 5 o'clock the steamer "Welcome" arrived in charge of Capt. C. H. Booth, President of the Wheeling and Painesville Transportation company, owners of the sunken boat, David Keller, the pilot of the unfortunate Scioto at the wheel. On board were John Sweeney, of this city, a son of Capt. Thomas and others. The furniture of the sunken boat, together with the property of the insurance company, was immediately transferred to the "Welcome," but having to meet our train, we were obliged to leave for home without learning when the sunken boat will be raised.

LATER—THREE MORE BODIES FOUND.

At 7 o'clock the body of an aged and unknown man was recovered from the water near the scene of the wreck. The striker of the Scioto, whose story was given in these columns yesterday morning, says that he was misunderstood, or that he was so sleepy when interviewed that he did not know what he was saying.

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The injured boat, the Scioto, was built in June, 1875, at Portsmouth, Ohio, by the Ray Brothers. It was built for speed, and was one of the fastest boats on the Upper Ohio. It was first put in the mail trade between Huntington and Portsmouth and then put in the Ironton and Gallipolis trade. On June 21, 1881, it was delivered to Capt. Wm. Dillon, of this city, who had purchased her. June 25th it made its initial trip in the Wheeling and Sistersville trade. On July 12th it was laid up for complete and general overhauling of machinery and cabin, her tubular boiler at that time being changed for a flue boiler. In August she went on the docks and her hull was recaulked, not a defective liner was found. On October 23rd it was put in the Wheeling and Sistersville trade. In February, 1882, while running between Wheeling and Marietta, in a fog, she ran into the bank at Carpenter's point, and sprung her boiler, she was then taken to Point Pleasant and again overhauled, and in March was sold to the Wheeling and Parkersburg Transportation company. The Scioto had 2 cylinders on the boat. He admits that great care had to be exercised to keep the boat in "trim," keeping some of the party on lower deck, so that the boat would not be top-heavy.

When the accident occurred, Mr. M. was at the refreshment table. So quick did the boat fill with water that he was obliged to jump into the river. Having quite a large sum of money, mostly silver, in his pockets, it was with difficulty he reached the Lomas.

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poor wretches now in the water, and Dan-who, where is my boy? We were going along so nicely and in two or three hours would have been all right and the care would have been of my mind. I was in the cabin, boys, feeling that everything was kept straight, when I heard the whistle blowing. I knew something was wrong, and going out to the guards I climbed up the tick-pole and saw the hurricane deck and yelled to Dave to back her. He answered that that was what he was doing, but it was too late and the crash came. And here the strong man hid his face and sobbed, while the men in the cabin also wiped their eyes. Suddenly speaking he said "Am I accused of carelessness in any way?" and a decided negative answer was given. Capt. Thomas declared he could not go home without his boy Dan, and when the news came that his body was found, the lightning hope that his might have reached land safely fled, and it was a sad sight to witness the father's grief. He was bound to go back. He was taken to his home in Clarion on the Telegram, accompanied by Cyrus Higgs, the head engineer.

The general opinion of all river men is that Captain Thomas will never recover from this shock. He was one of the most surviving pilots on the river in his day, and a certain will probably arrive in the express for him was heard on all sides. Tuesday evening on the trip he refused to allow the boat to land at the levee but took off in a yawl all those who desired to land. The reason for this was that a large number desired to go with him to the levee. The Captain kindly but firmly refused to allow any on board.

NOTES.

The Local Inspectors, Young and Wilson, are in no hurry to commence work. They probably wait for the arrival of Chief Surveyor Inspector Fehrmann from Cincinnati. He will probably arrive in the morning.

The Welcome left here about 2 o'clock with Capt. Booth and a working force of about \$1,000 by the prominent steambot men and is insured. John Sweeney has charge of the raising of the boat.

The John Jones, with fires out, is laid up at the ferry landing. The Marie Ferry boat was built especially for a Monongahela pool boat, and was used for that purpose until purchased by Capt. Ingelbright for the Wheeling and Marietta Ferry. The Lomas is a fast and staunch little craft.

CORRECTED LIST OF THE MISSING.

STEVENSVILLE, July 5.—The following is a corrected list of the missing: Wood Bailey, John Tomlinson, Wilson, aged 30, John Christy, Eugene Farmer, G. C. Thompson, Lincoln Wright, Benjamin Stubbins, Lincoln Beardmore, Charles Beardmore, Stephen Kent, Michael Emmelinger, Mrs. Michael Emmelinger, David Frend, Charles Leith, Chas. V. Sweeney, Chas. Thompson, M. E. Estline and wife, Willie Parel, Capt. Gibson and wife, James Newman, Miss Droy and John Groussall, all of East Liverpool. Arthur E. Hoagland, Mr. Hunter, C. B. Armstrong, Ed. Ewing, Edward Thomas, Willie Booth, Charles Davidson, Lewis Harper, John Stevenson, E. P. Smith and two children, of Wellsville; Cornelius Plumber, of Washington, Pa.—Total, 40.

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INTENSE EXCITEMENT WAS MANIFESTED AS THE BODIES WERE CARRIED TO THE SHORE, AND WITH DIFFICULTY COULD A PASSAGE BE MADE THROUGH THE CROWD, WHO WERE ANXIOUS TO LEARN THE NAMES OF PERSONS RESCUED.

TAKING A SURVEY OF THE POSITION OF THE SCIOTO, THE RIVER AND CHANNEL, ONE IS ALMOST FORCED TO THE CONCLUSION THAT THE PILOTS OF BOTH BOATS ARE NEITHER OF THEM BLAMELESS.

WHILE WE WERE INFORMED BY EXPERIENCED PILOTS ON THE OHIO SIDE, THAT AT THAT POINT, THE ASCENDING BOAT UNIFORMLY WAS GIVEN THE RIGHT OF WAY, STILL ONE CANNOT IMAGINE WHY THE SCIOTO WAS SO FAR OUT FROM THE SHORE.

ANY BOAT RUNNING ON THE UPPER RIVER COULD EASILY PASS YESTERDAY, BETWEEN HER AND THE OHIO SHORE, AND HAVE ROOM TO SPARE, YET THERE WAS THREE OR FOUR FEET LESS WATER THAN WHEN THE ACCIDENT OCCURRED.

THE RIVER IS WIDE AT THIS POINT AND A DOZEN SUCH BOATS COULD GO ABREAST.

IT IS INSISTED THAT A SEARCHING INVESTIGATION BE HELD, AND THAT THE SCENE OF THE DISASTER BE CAREFULLY EXAMINED TO FIND WHERE THE FAULT LAY.

THE CAPTAIN OF THE SCIOTO WAS NOT FAR FROM THE SHORE. ANY BOAT RUNNING ON THE UPPER RIVER COULD EASILY PASS YESTERDAY, BETWEEN HER AND THE OHIO SHORE, AND HAVE ROOM TO SPARE, YET THERE WAS THREE OR FOUR FEET LESS WATER THAN WHEN THE ACCIDENT OCCURRED.

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